

other hand, the committee of the Guardians very properly declined pledging themselves "not to seek a further reduction should they see occasion so to do at a future time." To ask them to do so was somewhat preposterous. The British, however, deserve the credit of a desire (too timidly exercised though it be) both in this and other instances we recollect of, to act upon the principle we have so strenuously and perseveringly recommended. And "there can be no doubt," as the *Hull Packet* remarks, "that if that company will now pursue a liberal policy, and supply a good article, removing all impediments to the extension of gas, they will be rewarded by a largely increased consumption, and will find, as in other towns, that a reduction of price is the precursor to an increase of dividend. It is due to the company to state," adds the *Packet*, "that they have lately improved the quality of the gas. The committee have made application to Mr. Malam for a similar reduction in the town (of Hull), and they will, doubtless, be met in a liberal spirit."—As prices are progressing here and there in the right direction, so are dividends. At Worcester, where, when prices were higher, there used to be an annual alternation of "no dividend,"—"4l.,"—"no dividend,"—"5l.,"—"no dividend," and so on, we perceive that the fruits of new arrangements and reductions of prices are already—"declared a dividend at the rate of 10l. per annum,"—not on the "paid-up" capital alone, we may, we suppose of course, conclude, but upon the full amount of capital fixed by the Company's Acts of Parliament. The whole of the City is now, for the first time, lighted with gas.—The Darlington Company, we perceive, have just declared a similar goodly dividend.—The town council of Newport, Isle of Wight, have determined to charge their gas company 5l. annual rent for permission to lay their pipes in the streets. One of the council, Mr. Pring, protested against this determination, on the ground of its meanness, and assured his colleagues that the gas company (of whom he appears himself to be one) would serve them out for it, one how or other. Doubtless they will not serve them out much gas for it gratis. But the company seem to have excited a bad feeling against themselves, and the chairman thought it was quite right they should pay, as they were hard to deal with, and very independent. Mr. Pring threatened to "put it on to the lights," and, "riding a high horse," as one of the council remarked, defied them to get another gas company.—At Winchester, too, where the Gas Company, like their own gas, have excited no very aromatic odour in the nostrils of their constituents, the authorities, by way of retort courteous, have determined to have a share of the gas profits in the not very eligible shape of a rate imposed upon the property of the company: it is a pity that the greedy grasping of a mistaken self-interest should excite so kindred a feeling on the part of those who ought to be friendly constituents, not hostile antagonists.—The Marylebone parochial committee having resolved to recommend the vestry to admit the pipes of the Western Gas Company into the parish on the most liberal terms, not exceeding those of the contract with the Imperial, the vestry have referred the recommendation to the gas committee.

**METHOD OF WELDING IRON, STEEL, AND SHEET IRON.**—In an earthen vessel melt borax, and add to it one-tenth of sal-ammoniac. When these ingredients are properly fused and mixed, pour them out upon an iron plate, and let them cool. There is thus obtained a glassy matter, to which is to be added an equal quantity of quick lime. The iron and steel which are to be soldered, are heated to redness: then this compound, first reduced to powder, is laid upon them: the composition melts and runs like sealing wax; the pieces are then replaced in the fire, taking care to heat them at a temperature far below that usually employed in welding: they are then withdrawn and hammered, and the surfaces will be found to be thus perfectly united. It is asserted that this process, which may be applied to welding sheet iron tubes, never fails.—*Journal of the Franklin Institute.*

## RAILWAY JOTTINGS.

If it be a fact, as alleged, that the wages and status of the engine-drivers and the firemen on the Birmingham and Gloucester line, as a class, had already been virtually or really reduced by the very same "cleverly contrived scheme" which has now been brought to bear upon the same highly responsible class of men employed upon the great "North-Western" monopoly, can there be a question of the fact, that in daring to incur so wholesale an increase of risk to the public safety as that induced by the adoption of the very same scheme on the southern portion of the latter, and the consequent withdrawal of no less than 120 experienced engine-drivers, including many of the steadiest, the best, and the oldest in the whole employ,—the very same end is really meditated which has been already carried out upon the Birmingham and Gloucester? It requires, indeed, no such secondary grounds of confirmation as the fact, alleged, that an extensive system of acknowledged reduction is at this very time being otherwise carried out by the North-Western authorities. The great question seems to be, then, whether it be prudent, either on the ground of public safety or of private interest, for the North-Western directors to persist in substituting this new scheme for an old one with which the engine-drivers were for so many years completely satisfied. We are much mistaken if the accumulated experience of six to twelve years, which considerably more than one-half of these men have had in taking care of the lives of the public, is to be lightly cast away at a time when there is no competitive superfluity of steady and experienced men yet educated to so onerous an office. And the crisis wears a still graver aspect since there are threats of a resignation of the whole of the engine-driving experience on the northern as well as the southern section of this extensive and powerful company. In short, we should conceive that the question now for consideration is, are we to go through the process of engine-driving education *ab-initio* at all the fearful expense of life which the experience of the past quarter of a century has already entailed upon us? The fact that it has hitherto been a serious consideration whether higher salaries and an elevation of status were not strongly advisable, affords sufficient evidence of the great inexpediency at least of lowering either.—Models have of late been exhibiting at the Polytechnic of a method of uniting the breaks of a train by iron bars, in such a way that either the engine-driver or the guard may bring the whole into action at a moment's notice, so as at once to convert the train into a sort of sledge. The idea is not new, as our readers may recollect, but its practical application has been patented by a Mr. Bishop.—A patent has been taken out by Mr. Barlow, of Derby, C.E., for securing rails in the chairs from contracting in dry weather, by impregnating the chairs with matters insoluble in water, so as nearly to prevent expansion and contraction in wet and dry weather. The materials preferred are proportions of four gallons of creosote to one of naphtha, 24 lbs. of pitch, and half a gallon of boiled linseed oil—one gallon of the mixture to each cubic foot of wood. The keys, after being cut, are dried by steam, and while hot subjected to the saturating process, either by immersion sixteen to twenty-four hours, or by exhaustion and injection.—We learn from a Boston (United States) paper, that the new track of the Stonington line is laid on india-rubber, and the cars are mounted on india-rubber springs.—The calls falling due this month amount to 2,778,773l.—of which 99,422l. is for foreign companies. These sums exceed by 497,914l. the amount in the corresponding month of last year, and they also exceed the monthly average of last year, which was 2,473,000l.—It is alleged in *The Times*, by "A Shareholder" of the Great Northern, that the Company have started a newspaper on their own account, with their secretary as the registered proprietor at the Stamp Office. This is a move far ahead of the hotel-keeping absorption of the 'Pigs and Whistles,' and the 'Blue Boars,' of Birmingham. But may not the secretary be the proprietor of a newspaper on his own account, even though he "publish their own reporter's

account of their own proceedings?"—Messrs. Nowell and Hattersley, the contractors, have got a verdict at the York Assizes against the Huddersfield and Manchester Company, for 50,000l. damages, for an illegal seizure of their plant and works on that line (now belonging to the North-Western), besides 100,000l. for work done and materials supplied. The verdict is subject to a reference to Mr. Currie, by whom all matters at issue between the parties are to be decided.—The Pencher and Sunderland branch of the York, Newcastle, and Berwick line will soon be set agoing, and Durham united with Sunderland by a direct route. Upwards of 800 men are employed at the new docks, which are now rapidly approaching completion. The demolition of houses in East Moor-street for the entrances, &c., has been ordered.—Another wooden-bridge has recently been burnt, viz., one of those on the Newcastle and Carlisle line, a little west of Hexham. The fire was caused by the falling of a red-hot cinder from the grate of the engine of a luggage-train. Being coated with pitch, the fire burnt with great rapidity, and every portion of the framework was destroyed, leaving only the stone piers standing. Messrs. Rush and Lawton were called in to reconstruct it: they commenced operations at five o'clock on Friday morning, and opened the bridge for the mail train on Sunday. The bridge consisted of four river arches.—The Caledonian line is now open to Montrose and Arbroath as well as Perth and Dundee. The company is said to have made sweeping reductions in their fares—at least between Edinburgh and Glasgow, the first-class fare being now less than one penny a-mile.—The Dover Company have also reduced their fares.—On the Newmarket and Chesterford the third-class are fitted with plate-glass windows, and handsomely painted; and the second-class are lined with stuffed cushions.—The Holyhead line has been opened through Anglesey.—There are casting at the Coed Talon ironworks, near Chester, some girders nearly fifty-three feet long, and weighing about 11 tons each.—A sad symptom of the state of Ireland has just occurred, in the arrival from Dublin of 360 railway shovels, of no further use at present on the other side the Irish Channel.—The Londoners are about to obtain a fresh and abundant, as well as cheap, supply of fish of the smelt species through the East Lincolnshire, Boston, and Eastern Counties lines, from Great Grimsby and the Lincolnshire coast.—We understand the works of the Tonbridge Wells and Hastings line are now proceeding so rapidly that there is a scarcity of labourers. When so many men are out of employment, this should be generally known.

## CHURCHES AND CHAPELS.

ANOTHER new stained-glass window, the gift of Mr. Wailes, is now being put up in Ely Cathedral: it depicts the leading traits of the life of the Venerable Bede, "the Bible Saint."—St. John's Church, Alkington, Derbyshire, was consecrated on 27th ult.—An attempt is being made to have the pews in the Wakefield parish church removed, and stalls put in the place of them. This step has been strongly opposed by many of the pew-owners.—Walsden Church, near Todmorden, was consecrated on Monday week.—The proposed new church at Timperley is to be in the Norman style, with tower and spire, and to occupy the highest ground at Timperley, about a mile from Altrincham.—A subscription has been opened for the erection of a new church at Bowdon.—The new Roman Catholic Cathedral at Manchester, was opened in great state on the 9th instant.—An unseemly squabble has arisen at Low Harrogate, on the pastor of the church moving in vestry that a rate of 3d. per pound should be granted as the expenses of the year, to be applied in painting the interior of the edifice, restoring some ironwork, and meeting the expense of a stove already paid for by the pastor. Some discreditable proceedings were closed by a vote of half the requisite sum.—The three largest churches in Leicester are now simultaneously undergoing extensive restorations. The chancel repairs of St. Mary's were undertaken by